

## **EXHIBIT X**



# WINTER RULE

**A legacy of pride.**

# **a of promise.**

The evolution of transportation has been one of the most defining phenomena of the 20th Century. As we approach the year 2000, humans are traveling farther and more efficiently than ever before. At Bombardier, we're honored to be on the leading edge of this transportation revolution.

For more than 50 years, we've been committed to developing innovative, technologically advanced vehicles. Most people know us for our Ski-Doo snowmobiles, Sea-Doo® personal watercraft and Bombardier ATVs. But behind these fun-loving machines is an 11.5-billion dollar (CDN) global corporation with pursuits ranging from aviation to electric travel. Our other products include Learjet® and Challenger® jet aircraft, high-speed rail trains and a neighborhood electric vehicle called the Bombardier NV®. We even build the groomers that maintain snowmobile trails as well as the world's finest ski slopes. With this kind of experience and resources, it's no wonder we build such dependable, technologically advanced sleds.

From here, the future looks even brighter. Wherever the field of transportation takes people in the next century, you can be sure we'll be there — directing our passion for performance into exciting new modes of travel. So keep your eyes peeled. You never know where you might find a new nameplate brandishing "Bombardier."



High-Speed Train



Global Express™

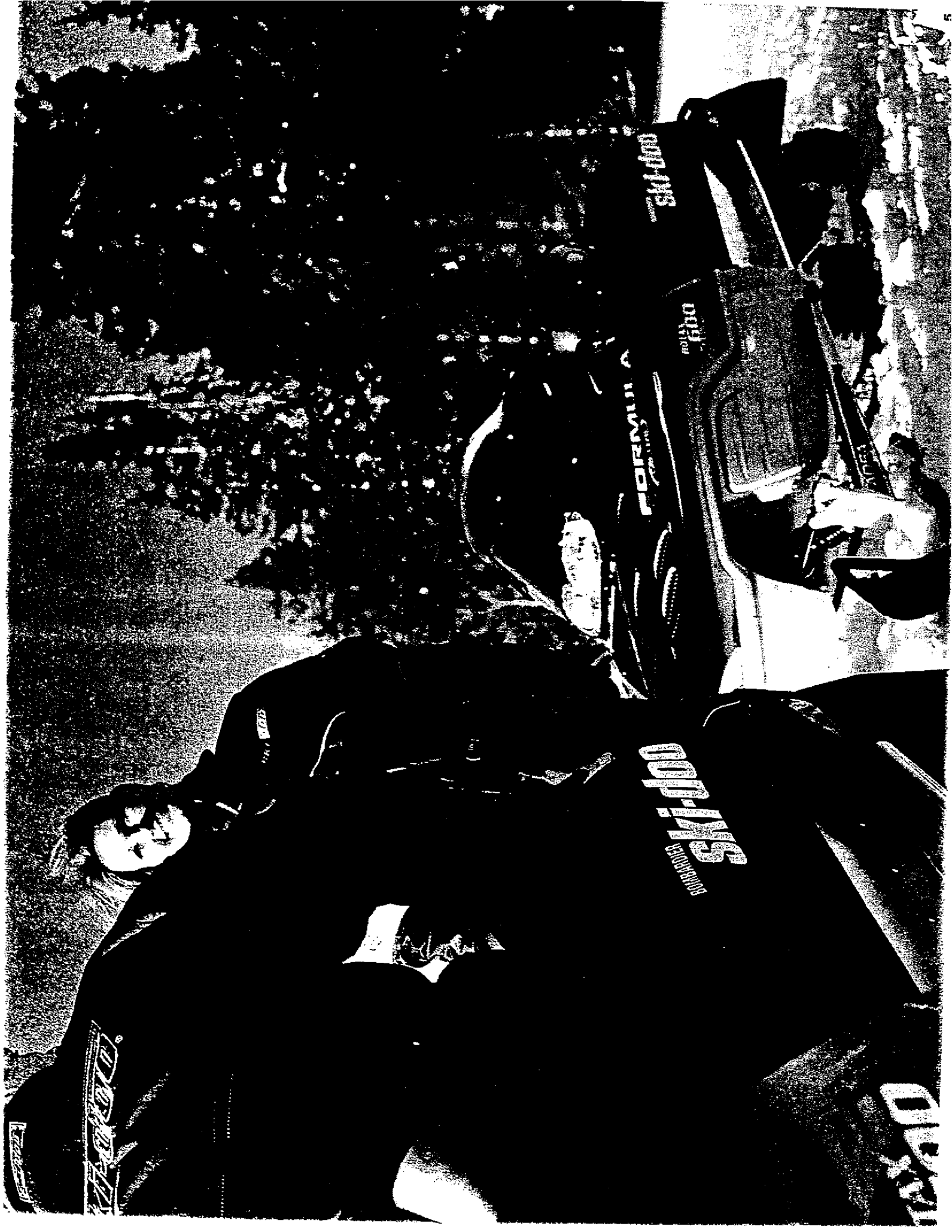


Bombardier Tracker/ATV



Sea-Doo XP®





# The

# ZX platform

In 1999, the snowmobiling industry witnessed a radical leap forward in sled performance thanks to the debut of our ZX platform. With industry-leading power-to-weight ratios, razor-sharp handling and superior fit and finish, the ZX platform's advanced technology has garnered broad appeal. So this year, it graces a total of eleven models in the Cross-Country, Mountain, Sport, Grand Sport and Grand Touring segments, bringing an entirely new level of performance to a growing family of riders.

Our engineers approached the ZX platform by trimming pounds, ounces – even fractions of ounces – everywhere conceivable, from the new lighter materials used for the body to the fasteners that hold it together. All of which greatly enhances the additional horsepower of the new Series 3 Rotax® twin-cylinder engines. They also paid meticulous attention to the snowmobile's balance by lowering the engine and moving it back while bringing the fuel tank forward. This "cluster design" keeps the greatest mass of the snowmobile, including the rider, together in the middle of the sled. So most of the weight is centered over the drive axle. This results in greater stability and agility.



The Summit® 700 models ZX platform means lightest-in-class performance.

### Power to Weight

Every manufacturer talks about power-to-weight — the ZX platform redefines it. All ZX platform sleds are dramatically lighter than before thanks to the smaller, tighter design of the chassis. In fact, all ZX sleds are lightest in class. The MX\* Z 700 model's dryweight of 472 pounds makes it a full 30 pounds lighter than last year's MX Z 670 H.O. model. Cylinder-reed-Induction Series 3 Rotax twin-cylinder engines provide up to 10 additional horsepower in some ZX models compared to previous twins. And our "dry" seats are made with water-repelling material that helps keep water from soaking in and freezing, which can add up to ten pounds of unnecessary weight.

### Series 3 Rotax Twins

Always a pioneer in snowmobile engine innovation, Rotax engines are legendary for power and durability. Now they've taken yet another step forward with the ZX platform's cylinder-reed-induction twins. This technology results in a lighter, more powerful and fuel-efficient engine. Mounted lower in the chassis and at a zero-tilt angle, it provides improved balance while pumping out more horsepower.

### Fit and Finish

ZX platform snowmobiles are a sight to behold. Their "tuitro" design combines the latest in aerodynamics with edgy styling cues from legendary Ski-Doo snowmobiles of the past. Everywhere you look you'll find an exacting degree of detail, fit and finish. The light, impact-resistant RRIM/Polyurethane cab is aerodynamically efficient, yet everything underneath is highly accessible. Air flow is smartly engineered to cool internal components before exiting out the rear ducts. New plastic hood grilles open and close easily while wearing gloves.

### ADSA

The Advanced Direct Shock Action (ADSA) front suspension and steering system were originally engineered for the MX Zx 440 LC race sled that so thoroughly dominated recent racing circuits. ADSA helps eliminate bump steer, minimizes scrub and optimizes roll center for a precise level of steering and control, even in rough trail conditions. A lighter, stronger bulkhead design helps increase front shock travel. Preload settings are now multiply adjustable by hand.

### The New SC-10 II

While new to the trail this year, many have seen the SC-10 II rear suspension in winning performances at the ESPN Winter X-Games, the I-500, the Eagle River World Championships and the Valcourt Grand Prix. Fully coupled, this new design is six pounds lighter than its predecessor. Fewer components not only reduce weight but also simplify operation. The motion ratio adjusting rod can be set in two different positions to change the effective damping rate. A uniquely designed coupling block makes setting the suspension to your individual riding style a breeze. The easy-to-see block can be coupled or uncoupled by virtually any rider — trail-side. The dropped and rolled chain improves the track angle, resulting in less friction loss.

### MPEM

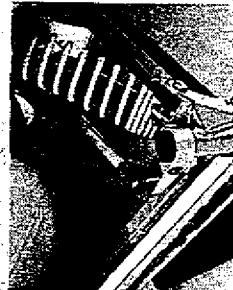
Once again, Bombardier engineers have brought another first to the snowmobile industry: the computerized Multi-Purpose Electronic Module (MPEM). MPEM serves as an electronic brain for all engine electronics, including digital ignition, the programmable Digital Acceleration Timing Curve, Digital Performance Management (DPM) and the Digitally Encoded Security System (D.E.S.S.).



MPEM



Adjustable Grilles



ADSA



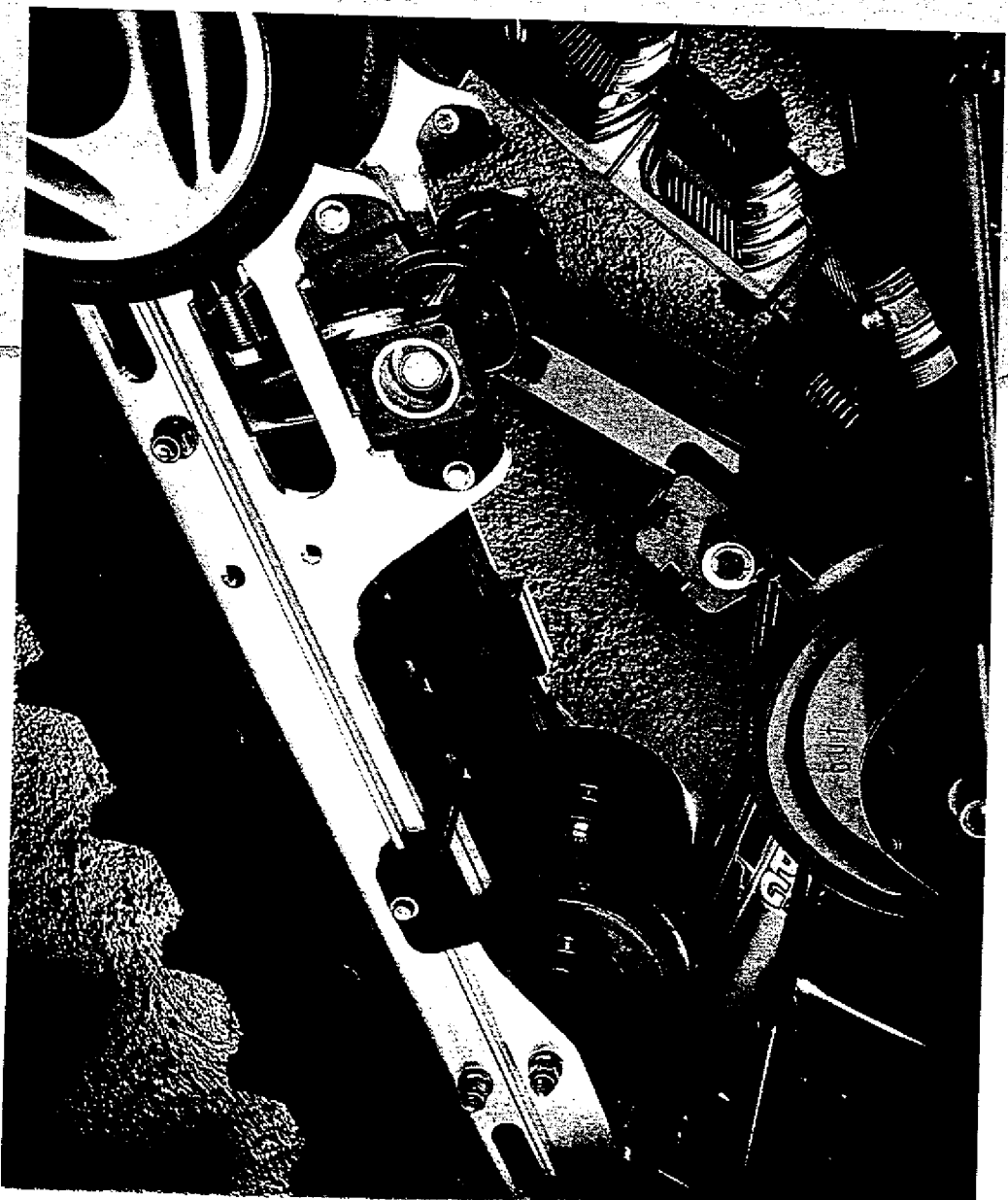
SC-10 II

# **You pick the terrain. We'll**

# **the sled.**

At Bombardier, we've had the love of snowmobiling pulsing through our veins ever since J. Armand Bombardier invented the first production snowmobile. And this love is matched only by that of our riders. Which explains why we understand the sport and its participants so well. We know that snowmobilers often share similar interests. But riding styles can vary greatly. That's why whatever it is you need for the trail, you'll find a Ski-Doo sled ideal for your pleasure. It's what we mean when we say our snowmobiles are "engineered for the way you ride."

From our home in Valcourt, Quebec, we continually expand the boundaries of snowmobiling design with the help of our state-of-the-art Research and Development facilities. You'll find our dedicated engineering team using the latest in CAD-CAM, clay-modeling, wind tunnels and automated robotic equipment to improve performance on the trail. Unless, of course, they're working with their latest innovations at our testing facilities around the globe. With resources like these, it's no wonder leading automakers have actually contacted us for help with some of their most perplexing engineering problems.



SC-10 II Rear Suspension

## Rotax Engines

Full-size Ski-Doo snowmobiles are powered by our Rotax 2-stroke engines. These engines have long been leaders in providing power, durability and reliability. From triples to singles and liquid-cooled to fan-cooled, you'll find a Rotax engine uniquely engineered for your riding style. Models equipped with our exclusive Rotax Adjustable Variable Exhaust (R.A.V.E.) technology provide an awesome combination of low- and mid-range torque, as well as quick throttle response. And all Rotax engines are famous for getting the most horsepower out of every cc. Which means they're among the most powerful, fuel-efficient snowmobile engines ever built.

## Suspensions

Perhaps you're a ditch banger. Or a mountain climber. Or maybe just a smooth trail cruiser. However you like to ride, we've got the suspension you need to get the maximum fun out of your sled. In addition to our all-new SC-10 II rear suspension, we offer the standard SC-10 in five specialized editions, including High-Performance, High Performance LT, Mountain, Touring and Sport. Many models equipped with the SC-10 High-Performance suspension also benefit from our exclusive Acceleration Control Modulator (ACM). ACM allows you to easily adjust the weight transfer of your suspension to match your individual riding style or changing trail conditions. Our Skandic® SWT and both WT snowmobiles feature our exclusive articulating slide rear suspension, which makes them incredibly difficult to get stuck.

## ZX. CK3. S-2000.

Last year's introduction of the ground-breaking ZX platform (available on 11 twin-cylinder Ski-Doo snowmobiles for 2000) is part of our long history of industry-changing chassis designs. Take for instance our advanced CK3 chassis, which is the platform for all triple-cylinder Ski-Doo sleds. The CK3's sleek body actually shares a number of similarities to the new ZX platform. Its weight distribution gives big sided riders an impressive level of stability and handling, while its ADSA front suspension provides better control in the corners.

Many of our twin-cylinder sleds feature the classic styling of our S-2000 chassis. A light, well-balanced design, the aerodynamic S-2000 keeps you comfortable all day long with excellent rider ergonomics.

## Rotax Electronic Reverse (RER)

RER is yet another innovation developed by our weight-obsessed engineers to make Ski-Doo sleds even lighter. Quite simply the industry standard in reverse technology, RER reverses the rotation of the engine with the push of a button. So you get all the convenience of reverse with none of the extra weight or moving parts of a mechanical reverse gear. This smart, weight-saving feature is available only on Ski-Doo snowmobiles.

## Digital Performance Management (DPM)

Originally developed for our mountain-climbing Summit® snowmobiles, DPM is our computerized carburetion and ignition timing management system. As the temperature or altitude changes, DPM adjusts the float bowl to enrich or lean out the fuel mixture accordingly. This greatly enhances performance by smoothing engine operation and improving fuel economy. Effective up to 14,000 ft., the entire mechanism weighs less than 16 ounces.

## Digitally Encoded Security System (D.E.S.S.)

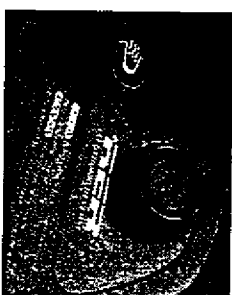
Our exclusive D.E.S.S. technology is a remarkably effective theft deterrent. It utilizes a digitally-encoded microchip in the tether cord. Without the proper tether cord in place, your snowmobile's engine will start, but the clutch won't engage. Which means your sled isn't going anywhere you don't want it to go.

## More Luxurious Comfort

Our Grand Touring® SE model, already the benchmark for technical achievement in two-up snow travel, gets two exciting new features this season: tilt steering and an adjustable windshield. Both can be easily positioned trail-side, without tools. Multiple settings on each provide an unprecedented level of comfort and convenience. And once again, these features can only be found on a Ski-Doo snowmobile.



R.A.V.E.



RER



DPM



D.E.S.S.



**muscle**



# Be on a first-name basis with the Mach\* Z snowmobile barrier.

Before boarding your Ski-Doo

Mach\* Z snowmobile, you perform

a thorough check of your craft.

The power, control and throttle

response are all there. Now all

you need is a long straightaway —

a very long straightaway. Suddenly,

there it is. You settle in, tuck your

head low, inhale, and you're gone.

The throttle's merely halfway down

and your competitors have already

surrendered. You press further

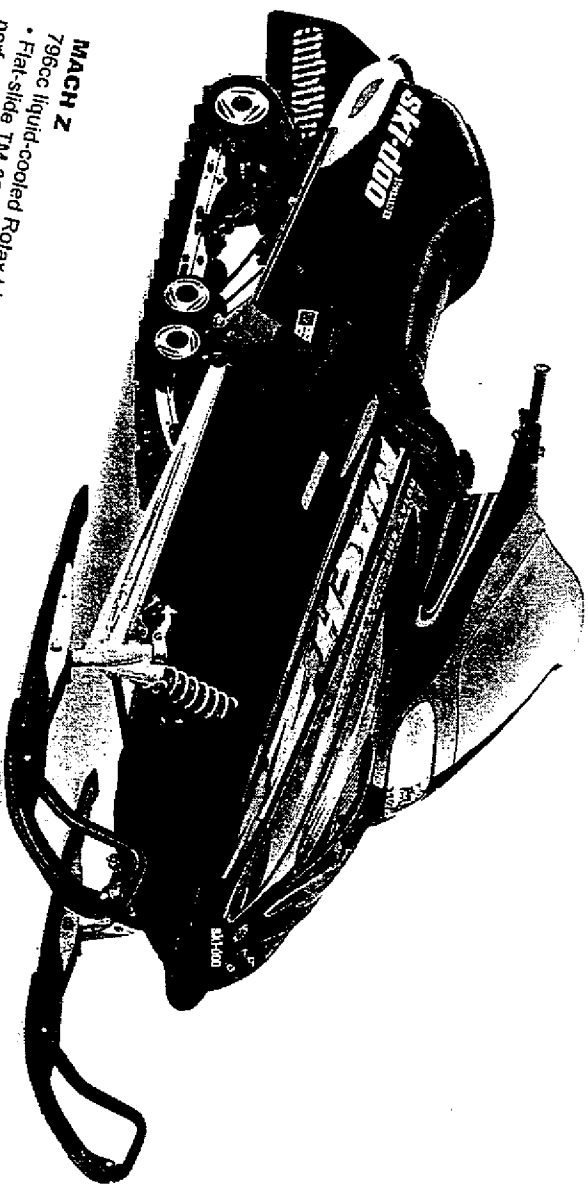
and you could swear time stands

still. The wind howls. The odometer

whirrs. The entire world grows

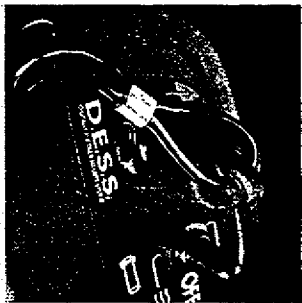
silent and...BOOM! Some barriers

were made to be broken.

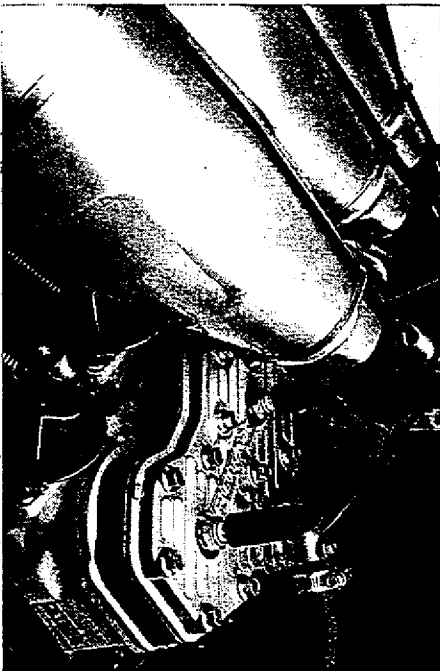


## **MACH Z**

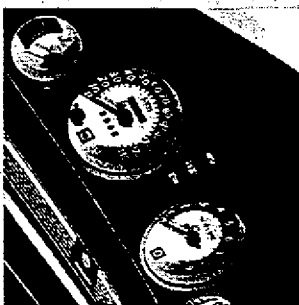
796cc liquid-cooled Rotax triple with R.A.V.E. • Triple-tuned pipes with end outlet  
• Flat-slide TM-38 carbs • CK3 chassis • AD5A front suspension • SC-10 High-  
performance rear suspension with ACM • HPG shocks • D.E.S.S.



D.E.S.S.



796cc Rotax Triple with Triple Pipes

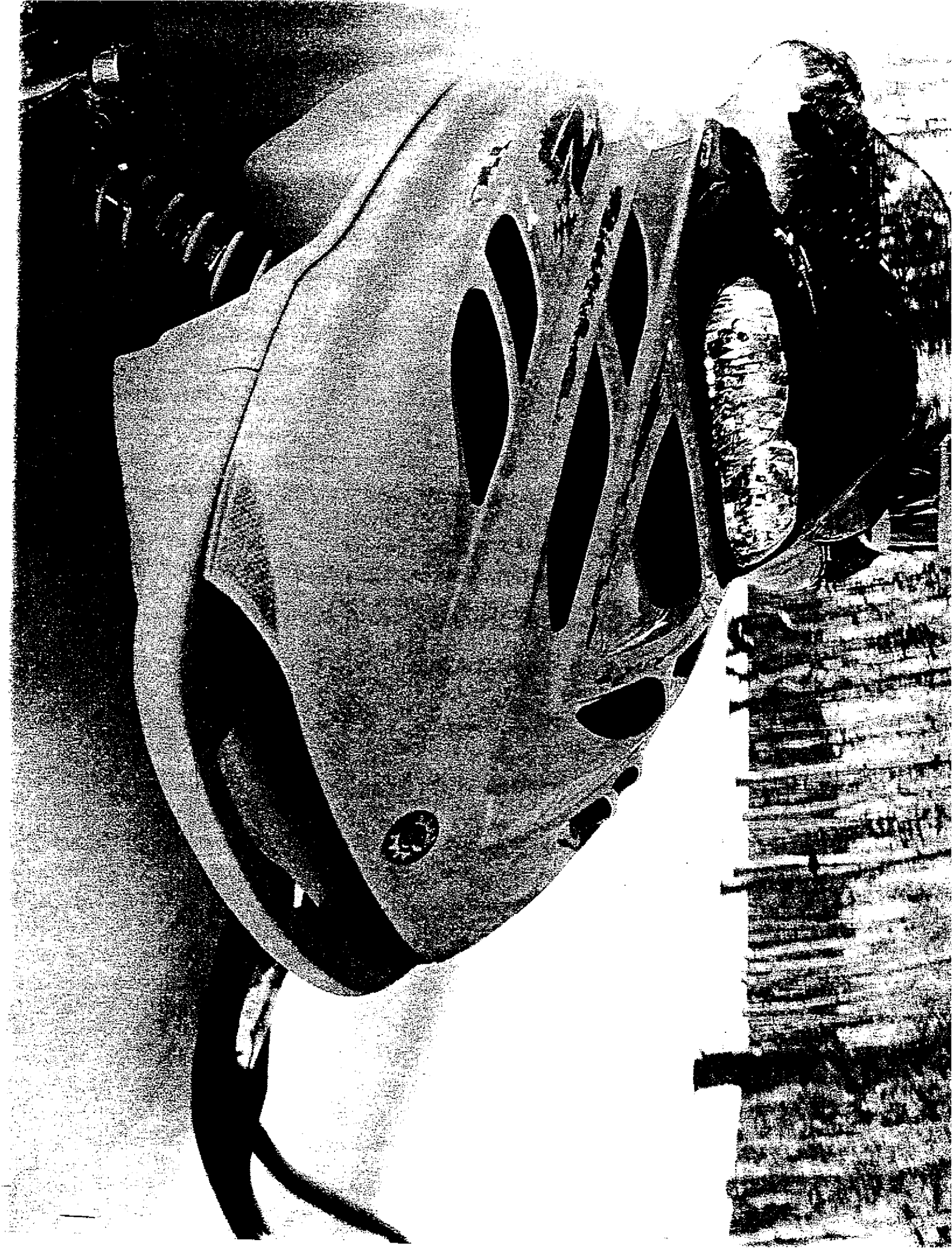


Gauges

Riders seeking the ultimate in straight-line thrills need look no further than the Ski-Doo Mach Z snowmobile. It's easy to find – just check the winner's circle. The intimidation begins beneath the hood, with the largest Rotax engine on snow – a 796cc, liquid-cooled, three-cylinder legend. Thanks to our exclusive R.A.V.E. technology, it features an unmatched combination of low- and mid-range torque. Flat-slide TM-38 carbs deliver split-second throttle response while triple-tuned pipes provide a broader power band at the top of the rev range. Holding all this power in place is the advanced CK3 chassis. This breakthrough design in platform engineering means you don't have to sacrifice control or comfort for horsepower. The engine is positioned low and back for better balance. A state-of-the-art ADSA front suspension helps keep your inside ski flat in the corners while virtually eliminating scrub and camber movement. The SC-10 High-Performance rear suspension includes our exclusive ACM, which allows you to easily dial in your preferred level of transfer for varying riding styles and snow conditions.

**cross-country**

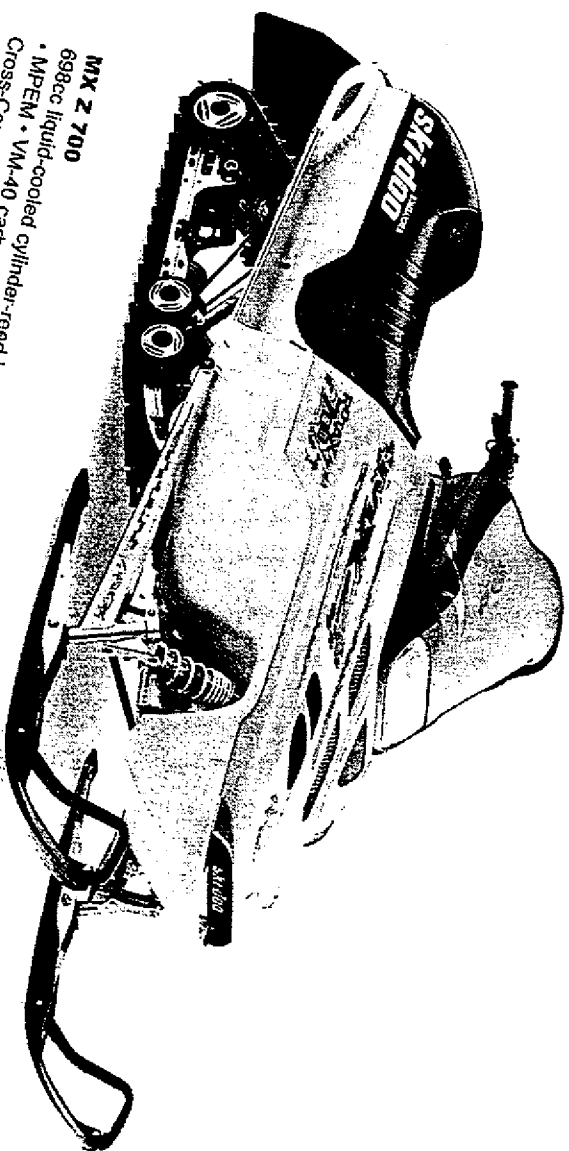




Accelerating out of a hairpin corner,  
you shift your weight and dive  
quickly to the right. You hug the

## **When winter throws you a curve, catch up to it.**

edge of a long sweeping downhill  
to avoid a wicked rut at the bottom  
then...SWOOSH — you're digging  
hard to the left. And back to the  
right. And left again. On the throttle  
now, into a quick climbing  
straightaway. And then you see  
it. Just over the hill. It hears you  
coming and it's not one bit happy  
about it — the toughest mogul run  
around. Only these aren't mere  
moguls, they're more like  
mountains. You wipe your visor,  
grip your handlebars, take a breath  
and you're off...



**MX 2700**  
698cc liquid-cooled cylinder-head induction Series 3 Rotax twin with R.A.V.E.  
• MPFM • VM-40 carbs • ZX platform • ADSA front suspension • SC-10 II  
Cross-Country rear suspension • Front and rear HPG Racing-type shocks • D.E.S.S.

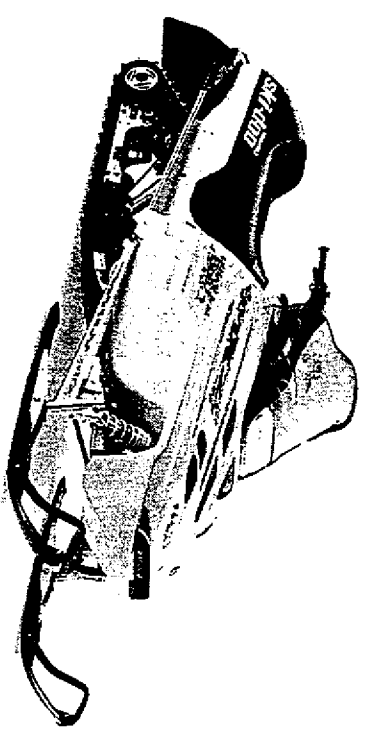
sport / grand sport





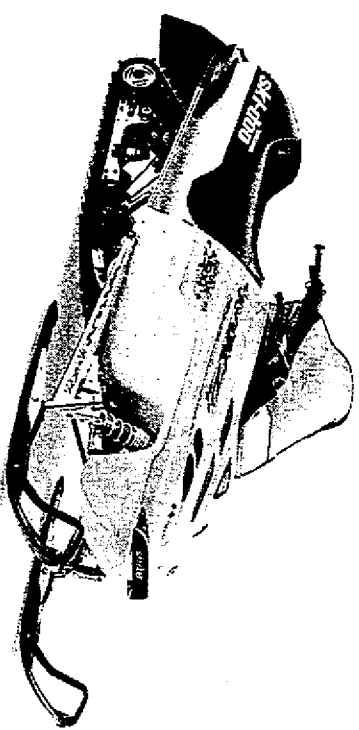
### MX Z 600

597cc liquid-cooled cylinder-reed-induction  
Series 3 Rotax twin with R.A.V.E. • VM-40  
carbs • ZX platform • ADSA front  
suspension • SC-10 II Cross-Country rear  
type shocks • Front and rear HPG Racing-  
type shocks • D.E.S.S.



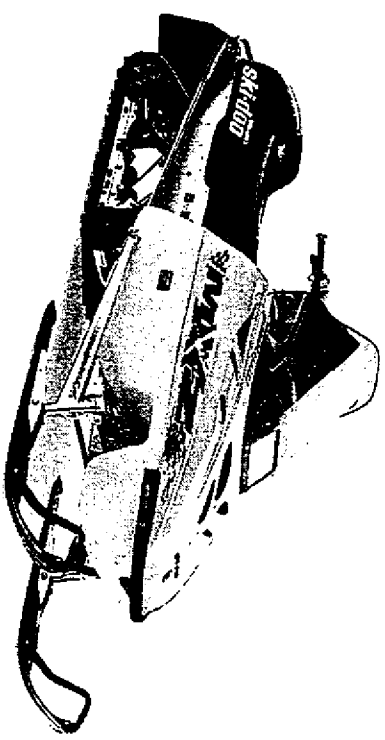
### MX Z 500

499cc liquid-cooled cylinder-reed-induction  
Series 3 Rotax twin with R.A.V.E. • VM-38  
carbs • ZX platform • ADSA front  
suspension • SC-10 II Cross-Country rear  
type shocks • HPG Racing-type shocks  
(front) • D.E.S.S.



### MX Z 440

437cc fan-cooled Rotax twin • VM-34  
carbs • S-2000 chassis • DSA front suspension  
(rear) • Hydraulic self-adjusting disc brake  
• HPG shock



Since its inception, the MX Z snowmobile has virtually defined Cross-Country riding. Its performance on bumps, ruts, moguls and other hard-core terrain is nothing short of legendary. And with the development of the ZX platform, the MX Z sleds will continue to be the leader in aggressive riding. This year, the MX Z 700, 600 and 500 models all feature the ZX platform, with cylinder-reed-induction Series 3 Rotax twins, ADSA front suspensions and industry-leading power-to-weight ratios. In fact, all three of these models are the lightest sleds in their class. And each includes an improved seat for greater rider mobility. Also new for 2000 is the SC-10 II rear suspension -- a fully coupled design that reduces weight and provides superior adjustment for weight transfer. Completing this line of sleds is the fan-cooled MX Z 440 model. With the full-bore power of a Rotax 437cc engine, the price is the only entry-level feature on it.



SC-10 II Rear Suspension



New Seal Material



mountain

This is what it's all about. The high mark. The climb through the foothills, the traverse, the icy snow that crept

## Keep an eye out for

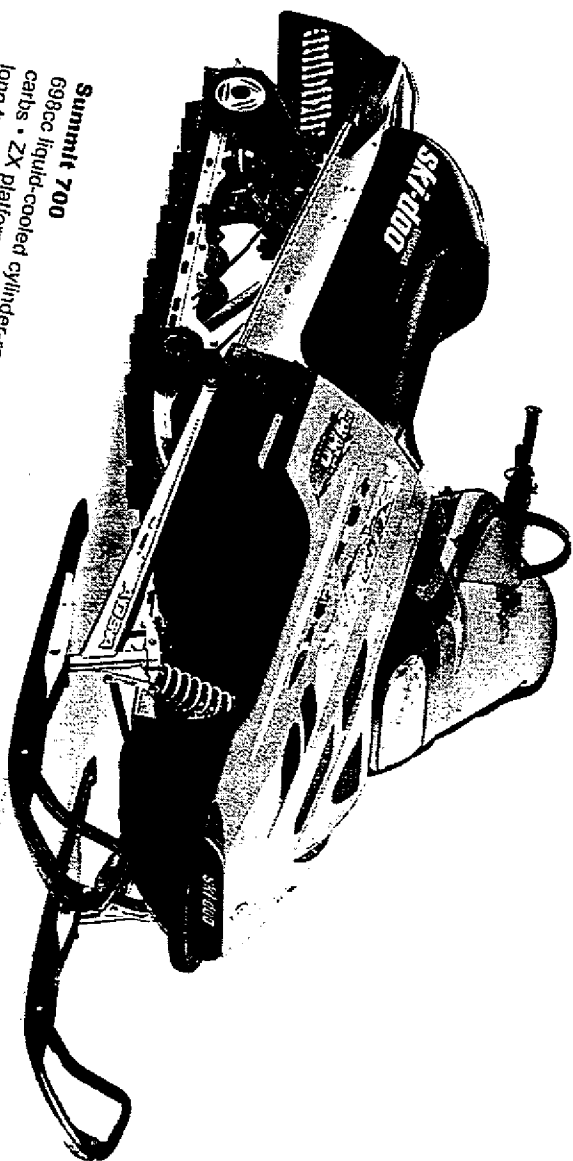
down your neck — all so you can hit this face higher than anyone else. In an instant, you're past the run - up and into the incline, powder lugs churning like never before. The air thins. Your ears pop.

All you see is a massive wall of white beneath your skis, then finally...the top track. You lean in for one final push and —Yes! A quick spin to your right and you're floating down in slow motion. Your buddies cheer, but you only feel the pounding of your heart. The highest mark on the mountain — that is, until you beat it tomorrow.

There are plenty of sleds on the mountain. But there's only one king...the Ski-Doo Summit® snowmobile. And with the lightweight ZX platform of the Summit® 600 and 700 models, they'll be keeping their kingdom. These Summit sleds demonstrate exactly what "engineered for the way you ride" means.

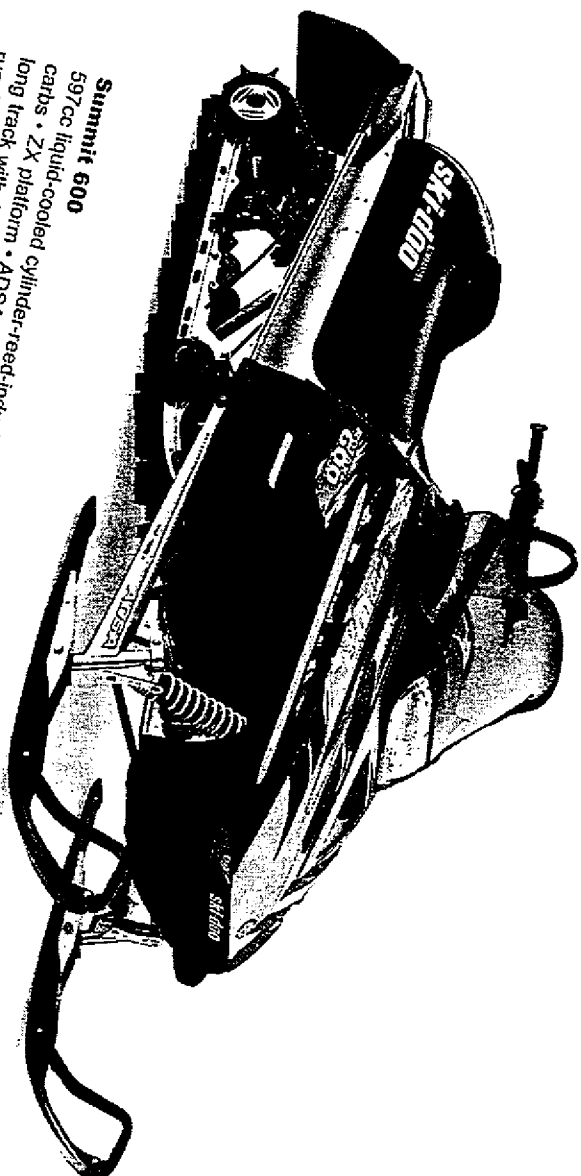


DPM



**Summit 700**  
698cc liquid-cooled cylinder-head induction Series 3 Rotax twin with R.A.V.E. • DPM • VM-40 carbs • ZX platform • ADSA front suspension • SC-10 Mountain rear suspension • Super-V long track with 2-inch (50.8 mm) lugs • HPG shock (rear) • Mountain grab handle • Anti-slip running boards • D.E.S.S.

**Summit 600**  
 597cc liquid-cooled cylinder-reed-induction Series 3 Rotax twin with R.A.V.E. • DPM • VM-40  
 carbs • ZX platform • ADSA front suspension • SC-10 Mountain rear suspension • Super-V  
 long track with 1.75-inch (44.5 mm) lugs • HPG shock (rear) • Mountain grab handle • Anti-slip  
 running boards • D.E.S.S



Both the Summit 700 and 600 models are the lightest in their class. The industry-leading power-to-weight ratios of the ZX platform together with the performance of cylinder-reed-induction Series 3 Rotax twins are, in themselves, enough to get you far up the mountain. But it's the innovations designed specifically for mountain riding that take you all the way to the peak. Mountain handlebars with a soft-grab handle provide easier maneuvering on steep grades. A narrow, 37-inch skid stance makes these sleds extremely agile in deep powder. The Super-V long track with 2-inch (50.8 mm) lugs on the 700 and 1.75-inch (44.5 mm) on the 600 give the bite you need for mountain terrain. Anti-slip running boards keep your feet where you want them. And DPM, our computerized carburetion and ignition management system, adjusts for altitude and ambient temperature to optimize performance up to 14,000 ft.



Soft-Grab Handle



Anti-slip Running Boards

ski-doo

Your day begins trail-side with a cup of coffee and the sun's first rays dancing through the trees.

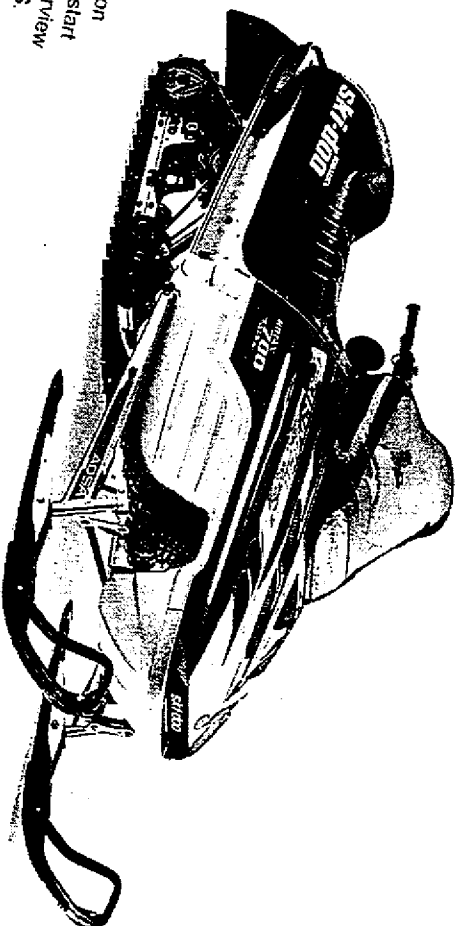
## Tame the trails in

Sleam from the mug warms your face in the cold morning air. Years ago, you were too anxious to hit the trail to enjoy a peaceful moment like this. But times have changed. And so has your choice in sleds. These days, you enjoy the comfort and convenience that comes with the power and agility of your Formula Deluxe 700 model. Like starting your engine with just the turn of a key.

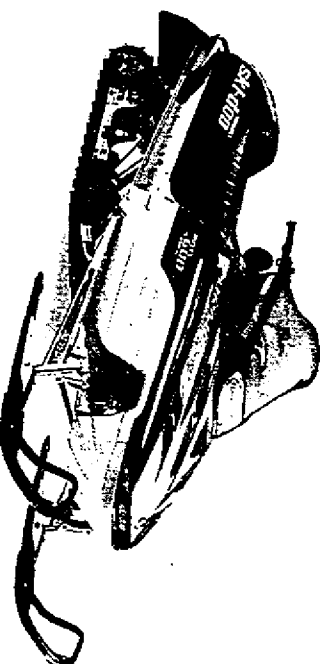
Changing directions with your reverse gear. Plugging your visor into the electric outlet and basking in the added wind protection of your medium windshield. But most of all, you love using your rearview mirrors to keep an eye on your friends as you lead the way.

and style.

**Formula Deluxe 700**  
696cc liquid-cooled cylinder-head induction Series 3 Rotax twin with R.A.V.E. • MPEM • VM-40 carbs • ZX platform • ADSD front suspension • SC-10 II rear suspension • Reverse • Electric visor outlet • Electric start mirrors • Medium windshield • D.E.S.S.



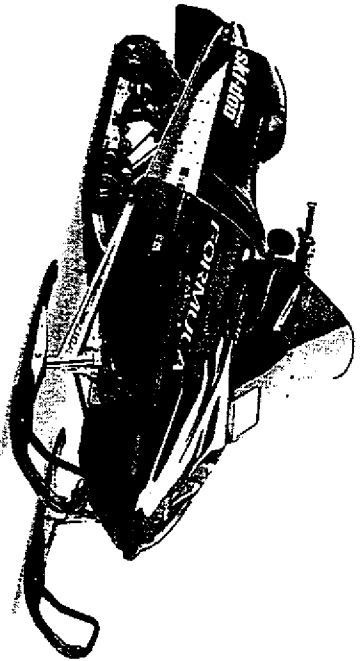
**Formula Deluxe 600**  
597cc liquid-cooled cylinder-head induction Series 3 Rotax twin with R.A.V.E. • MPEM • VM-40 carbs • ZX platform • ADSD front suspension • SC-10 II rear suspension • Reverse • Electric visor outlet • Electric start mirrors • Medium windshield • D.E.S.S.





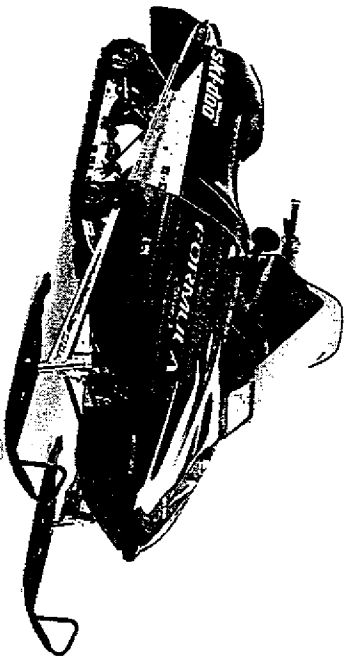
### **Formula Deluxe 500 LC**

- 497cc liquid-cooled Rotax twin • VM-38 carbs
- S-2000 Chassis • DSA front suspension
- SC-10 High-Performance rear suspension
- Electric start • Reverse • Electric visor outlet
- Rearview mirrors • Medium windshield



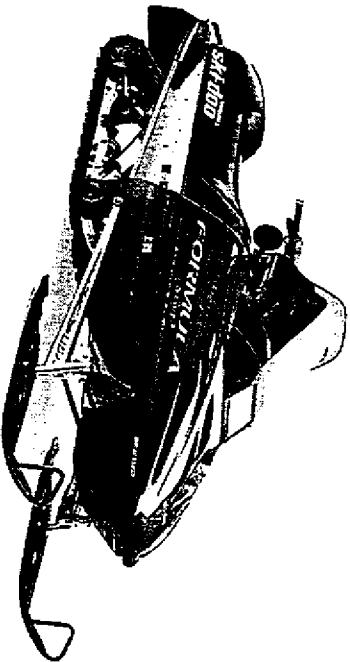
### **Formula Deluxe 500**

- 497cc fan-cooled Rotax twin • VM-34 carbs
- S-2000 Chassis • DSA front suspension
- RER • Electric start • Electric visor outlet
- Rearview mirrors • Medium windshield



### **Formula Deluxe 380**

- 368cc fan-cooled Rotax twin • VM-30 carbs
- S-2000 Chassis • DSA front suspension
- RER • Electric start • Electric visor outlet
- Rearview mirrors • Medium windshield



Take the performance of our Formula snowmobiles, add the luxury of our Grand Touring sleds and you've got our Grand Sport line. Riders of these Formula Deluxe sleds are among the most comfortable one-up riders on the trail. What sets these models apart? You'll find the convenience of electric start, reverse, electric visor outlet, medium windshield and rearview mirrors on every Formula Deluxe snowmobile, making them among the most well-equipped one-up sleds in the industry. The all-new Formula Deluxe 700 and 600 models feature the ground-breaking ZX platform and each is the lightest in its class. The nimble ZX platform also brings an entirely new level of performance and power to the Deluxe line without compromising comfort or convenience. The next sled in the Deluxe family is the popular Formula Deluxe 500 LC model, featuring the full-bore power and reliability of a strong liquid-cooled Rotax twin. Completing the Deluxe line are the 500 and 380 models. Both combine the comforts of the Deluxe line with Rotax fan-cooled economy.



Medium Height  
Windshield



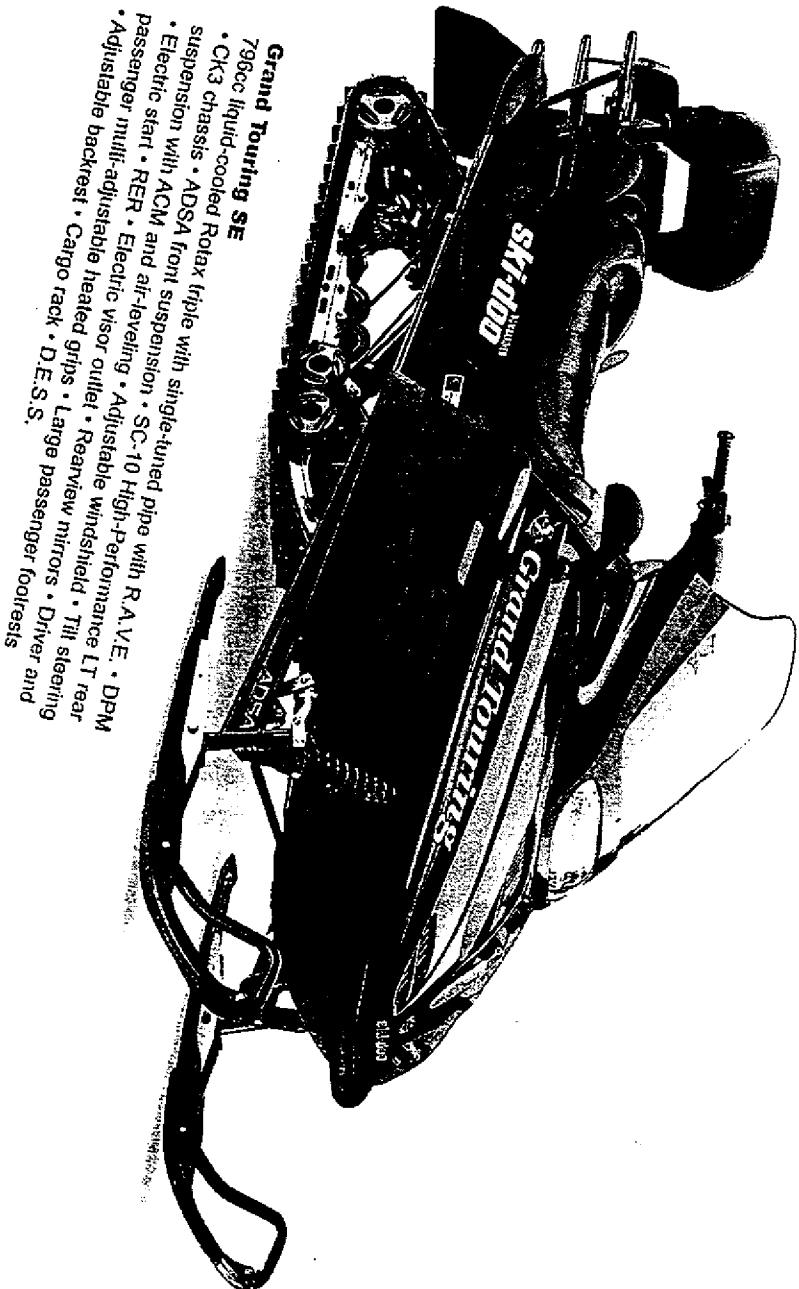
Electric Start  
D.E.S.S.



## Your sled counts the

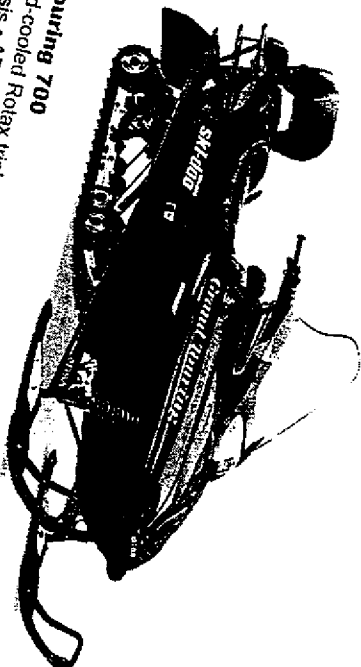
Two hours out and the ride's only beginning. Every turn brings new views. Every mile brings new beauty. As your touring group rounds a long climbing corner, you admire ancient hardwoods dressed in four fresh inches of white. Suddenly the trail gets rough. You calmly reach to adjust the air levelling device of your Ski-Doo Grand Touring SE snowmobile and its suspension smooths the ride right out. You smile at your passenger in the rearview mirror. It's going to be a long, comfortable day.

You count the memories.



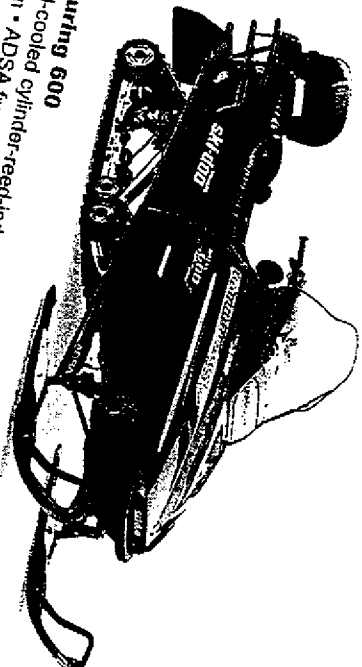
### Grand Touring SE

- 796cc liquid-cooled Rotax triple with single-tuned pipe with R.A.V.E. • DPM suspension with ACM front suspension • SC-10 High-Performance LT rear passenger multi-adjustable heated grips • Rearview mirrors • Tilt steering
- Electric start • RER • Electric visor outlet • Adjustable windshield • Tilt steering
- Adjustable backrest • Cargo rack • D.E.S.S. • Driver and passenger footrests



### Grand Touring 700

- 699cc liquid-cooled Rotax triple with single-tuned pipe with R.A.V.E. • DPM suspension • ADSA front suspension • SC-10 High-Performance LT rear mirrors • Driver and passenger multi-adjustable heated grips • Rearview passenger footrests • Adjustable backrest • Cargo rack • D.E.S.S.



### Grand Touring 600

- 597cc liquid-cooled cylinder-reed-induction Series 3 Rotax twin • MP/EM suspension • ADSA front suspension • SC-10 High-Performance LT rear mirrors • Driver and passenger multi-adjustable heated grips • Large passenger footrests • Adjustable backrest • Cargo rack • D.E.S.S.

Ski-Doo Grand Touring snowmobiles take two happy riders to an entirely higher level of snowmobiling. They provide more than simple comfort. They bathe you in luxury. The Grand Touring SE model, our cruising flagship, features more comfort and convenience innovations than any other sled in the industry...heck, some cars aren't this well-equipped! The confident power of its 798cc liquid-cooled Rotax triple engine benefits from the smooth performance of DPM. Combine this with the stability and handling of the CK3 chassis and you've got an unmatched level of confidence and control. The rear suspension utilizes the industry's only air-leveling device. One that adjusts to your ideal setting with the flick of a switch, while you're riding. New amenities for 2000 include two industry firsts that once again raise the standard for comfort: adjustable windshield and tilt steering. Both improve rider ergonomics and are easily adjusted trail-side, without tools. The Grand Touring 700 sled, also in the CK3 chassis, features many of its larger sibling's innovations, like DPM, RER, D.E.S.S. and multi-adjustable handwarmers. The all-new Grand Touring 600 model, the lightest sled in its class by an amazing 35 pounds, features the two-up debut of the ZX platform. It provides an impressive number of comfort and convenience features with a powerful Series 3 Rotax twin-cylinder engine.



Tilt Steering



Electric Start



Adjustable Windshield



RER

utility





## Put more than 50 years of expertise to work for you.

The morning greets you with six fresh inches of snow. For some, that means it's going to be a much slower day. But for you, new snow simply means a smoother ride. You polish off breakfast, lace up your boots and head for your sled. You'll haul six loads, fix a fence and tow a friend out of a ditch by noon. At that rate, you'll be finished in time to ride your favorite trail behind the creek before dinner. And just think...some unlucky souls spend their day sitting behind a desk.

Our Skandic snowmobiles are the ideal workmate for ranchers, farmers, loggers, trappers and other folks who earn their living outside in winter. They're also ideal for folks who have their fun outside in winter, hunting, fishing and exploring the endless trails of North America.



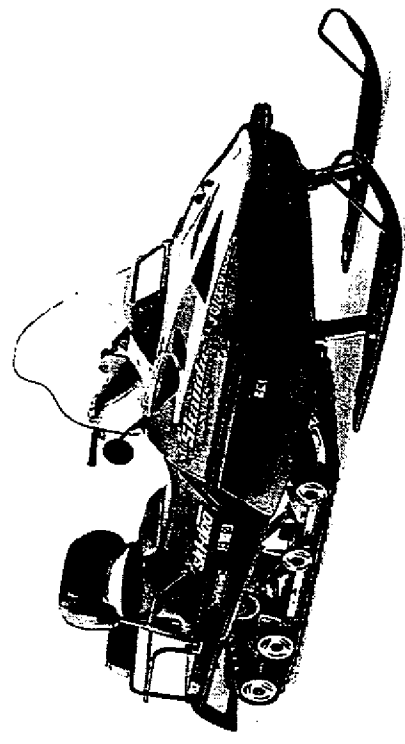
### **Skandic WT LC**

- 499cc liquid-cooled Rotax twin with R.A.V.E. transmission • Shift-on-the-fly 2-forward speed synchronesh suspension • Articulating Slide rear suspension • Reverse • Electric start • Rearview mirrors • Windshield • Underseat storage • Cargo rack • Backrest



### **Skandic SWT**

- 497cc fan-cooled Rotax twin • 24 x 156-inch speed synchronesh transmission • Shift-on-the-fly 2-forward suspension • Reverse • Electric start • Articulating slide rear suspension • High-profile windshield • Underseat storage • Cargo rack

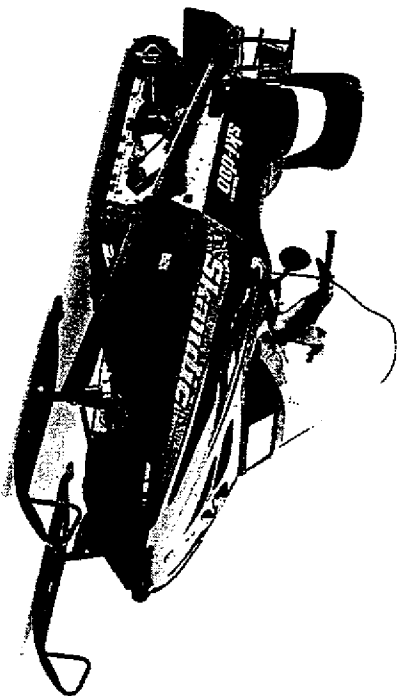


### **Skandic WT**

- 497cc fan-cooled Rotax twin • Shift-on-the-fly 2-forward speed synchronesh transmission • Articulating slide rear suspension • Reverse • Electric start • Rearview mirrors • High-profile windshield • Underseat storage • Cargo rack • Backrest

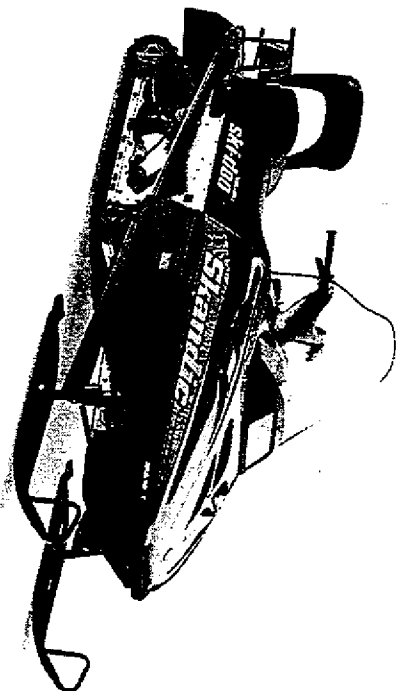
### **Skandic 500**

497cc fan-cooled Rotax twin • SC-10 Touring rear suspension • RER • Towing hitch • Rearview mirrors • High-profile windshield • Cargo rack • Backrest



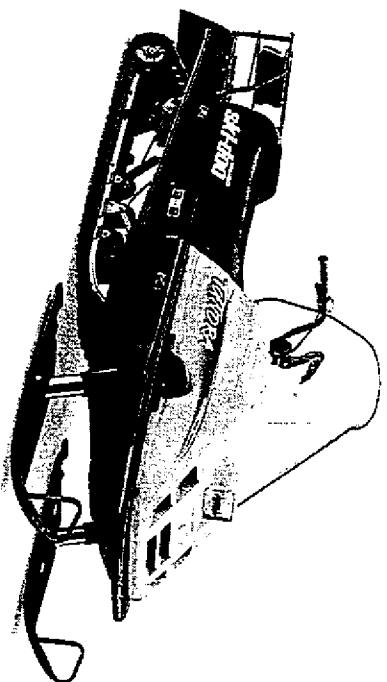
### **Skandic 380**

368cc fan-cooled Rotax twin • SC-10 Touring rear suspension • RER • Towing hitch • High-profile windshield • Cargo rack • Backrest



### **Tundra R**

269cc fan-cooled Rotax single • Telescopic front suspension • RER • High-profile windshield • Cargo rack • Lightweight performance



These machines are strong, dependable and capable of hauling heavy loads through deep snow and tough terrain. And every Skandic snowmobile is the lightest model in its class. The Skandic WT LC, SWT and WT models are all highly maneuverable and incredibly difficult to get stuck, with their shift-on-the-fly synchromesh transmissions and articulating slide rear suspensions. They also sport a nifty storage compartment beneath the seat. The WT LC model benefits from the improved performance of liquid cooling while the SWT sled sports the widest track in the industry. The Skandic 500 and 380 models offer hard work for low wages. They've got the pulling power of Rotax engines, the economy of fan cooling, the convenience of RER and the mobility of a narrow, 37-inch (940 mm) ski stance. While every Skandic snowmobile will help you get your job done, each also provides you with loads of fun on your days off.



RER



Wide Track



## MUSCLE

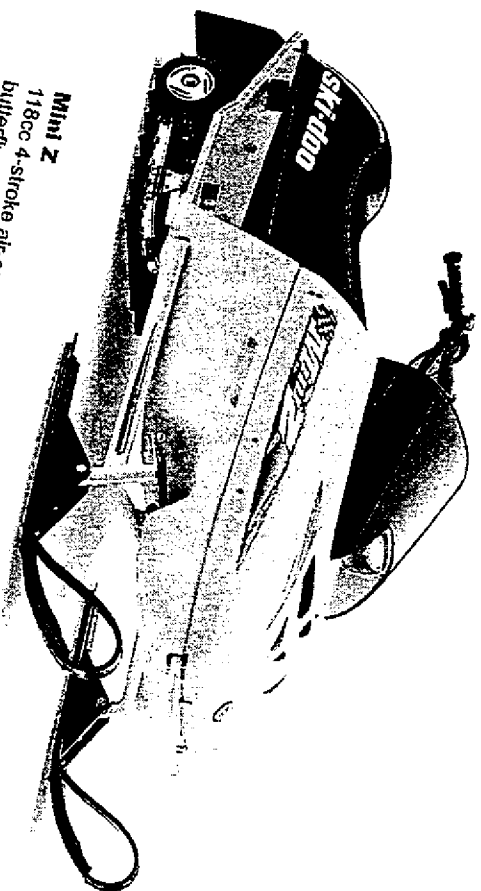
## CROSS-COUNTRY

## MOUNTAIN

## SPORT

	MACH 2	MX 2	MX 2	MX 2	MX 2	SUMMIT	SUMMIT	FORMULA Z	FORMULA Z	FORMULA
Engine/Displacement/Cylinders	Rotax 766cc liquid-cooled triple w/eflyer reed, R.A.V.E.	Rotax 696cc liquid-cooled twin w/eflyer reed, R.A.V.E.	Rotax 697cc liquid-cooled twin w/eflyer reed, R.A.V.E.	Rotax 493cc liquid-cooled twin w/eflyer reed, R.A.V.E.	Rotax 437cc liquid-cooled twin w/eflyer reed, R.A.V.E.	Rotax 696cc liquid-cooled twin w/eflyer reed, R.A.V.E.	Rotax 697cc liquid-cooled twin w/eflyer reed, R.A.V.E.	Rotax 696cc liquid-cooled twin w/eflyer reed, R.A.V.E.	Rotax 697cc liquid-cooled twin w/eflyer reed, R.A.V.E.	Rotax 493cc liquid-cooled twin w/eflyer reed, R.A.V.E.
Carburetor	3 x TR-38 (choke)	2 x VM-40 (choke)	2 x VM-40 (choke)	2 x VM-38 (choke)	2 x VM-34 (choke)	2 x VM-40 (choke) DPM	2 x VM-40 (choke) DPM	2 x VM-40 (choke)	2 x VM-40 (choke)	2 x VM-38 (prime)
Exhaust System	Triple tuned pipe with muffler	Single tuned pipe to baffles muffler	Single tuned pipe to baffles muffler	Single tuned pipe to baffles muffler	Tuned muffler	Single tuned pipe to baffles muffler	Single tuned pipe to baffles muffler	Single tuned pipe to baffles muffler	Single tuned pipe to baffles muffler	Tuned muffler
Drive/Drive Pulley	TRAC/Formula	Cushion drive	Cushion drive	Cushion drive	TRAC/Formula	Cushion drive	TRAC/Formula	Cushion drive	TRAC/Formula	Cushion drive
Brake System	Hydraulic disc self-adjusting	Hydraulic disc self-adjusting	Hydraulic disc self-adjusting	Hydraulic disc self-adjusting	Hydraulic disc self-adjusting	Hydraulic disc self-adjusting	Hydraulic disc self-adjusting	Hydraulic disc self-adjusting	Hydraulic disc self-adjusting	Hydraulic disc self-adjusting
Front Suspension	Advanced DSX/ swing arm/airless rods sway bar (formed shape)	Advanced DSX/ swing arm/airless rods sway bar (formed shape)	Advanced DSX/ swing arm/airless rods sway bar (formed shape)	Advanced DSX/ swing arm/airless rods sway bar (formed shape)	DSX/Swing arm/ radius rods sway bar (formed shape)	Advanced DSX/ swing arm/airless rods sway bar (formed shape)	Advanced DSX/ swing arm/airless rods sway bar (formed shape)	Advanced DSX/ swing arm/airless rods sway bar (formed shape)	Advanced DSX/ swing arm/airless rods sway bar (formed shape)	DSX/Swing arm/ radius rods sway bar (formed shape)
Front Shocks	High-Pressure Gas (HPG)	High-Pressure Gas (HPG Racing-type)	High-Pressure Gas (HPG Racing-type)	High-Pressure Gas (HPG Racing-type)	Motion Control Gas	Motion Control Gas	Motion Control Gas	Motion Control Gas	Motion Control Gas	Motion Control Gas
Vertical Front Travel (in./mm)	6.2/152.8	8.0/203.2	8.0/203.2	8.0/203.2	7.7/198.0	7.7/198.0	7.7/198.0	9.7/246.7	9.7/246.7	7.7/198.0
Rear Suspension	SC-10 High-Performance (ACU)	SC-10 II Cross-Country	SC-10 II Cross-Country	SC-10 II Cross-Country	SC-10 Sport	SC-10 Mountain	SC-10 Mountain	SC-10 II	SC-10 II	SC-10 High-Performance
Rear Shocks	High-Pressure Gas (HPG)	High-Pressure Gas (HPG Racing-type)	High-Pressure Gas (HPG Racing-type)	High-Pressure Gas (HPG Racing-type)	Motion Control Gas	Motion Control Gas	Motion Control Gas	Motion Control Gas	Motion Control Gas	Motion Control Gas
Rear Arm:	High-Pressure Gas (HPG)	High-Pressure Gas (HPG Racing-type)	High-Pressure Gas (HPG Racing-type)	High-Pressure Gas (HPG Racing-type)	High-Pressure Gas (HPG)	High-Pressure Gas (HPG)	High-Pressure Gas (HPG)	Motion Control Gas	Motion Control Gas	Motion Control Gas
Vertical Rear Travel (in./mm)	10.0/254.0	10.0/254.0	10.0/254.0	10.0/254.0	10.0/254.0	10.0/254.0	10.0/254.0	10.0/254.0	10.0/254.0	10.0/254.0
Official Dry Weight (lb.-kg)	57/22.60	47/21.4	46/21.3	46/21.3	44/20.1	48/22.1	48/22.0	47/21.4	46/21.3	47/21.6
Seat Space (in./mm)	41.0/104.1	42.5/108.0	42.5/108.0	42.5/108.0	41.0/104.1	37.0/94.0	37.0/94.0	42.5/108.0	42.5/108.0	42.0/106.7
Track Width (ground height) (in.)	15.1/21.88	15.1/21.88	15.1/21.88	15.1/21.88	15.1/21.72	15.1/39.2.0	15.1/39.1.75	15.1/21.88	15.1/21.88	15.1/21.72
Track Width (engine height) (mm)	381/307/422.3	381/307/422.3	381/307/422.3	381/307/422.3	381/307/418.4	381/345/506.8	381/345/544.5	381/307/422.3	381/307/422.3	381/307/418.4
Fuel (Gallon/Liter)	11.1/42	10.8/40	10.8/40	10.8/40	9.8/37	10.8/40	10.8/40	10.8/40	10.8/40	10.8/40
Oil (Quart/Liter)	3.8/4.1	3.3/3.5	3.3/3.5	3.3/3.5	2.4/2.6	3.3/3.5	3.3/3.5	3.3/3.5	3.3/3.5	2.8/2.8
Lighting System Output (AC)	290 @ 6000 RPM	290 @ 6000 RPM	290 @ 6000 RPM	290 @ 6000 RPM	290 @ 6000 RPM	290 @ 6000 RPM	290 @ 6000 RPM	290 @ 6000 RPM	290 @ 6000 RPM	290 @ 6000 RPM
Headlamp Bulb/Hollow Beam	2 x 6055 W (H-4)	2 x 6055 W (H-4)	2 x 6055 W (H-4)	2 x 6055 W (H-4)	1 x 6055 W (H-4)	2 x 6055 W (H-4)	2 x 6055 W (H-4)	2 x 6055 W (H-4)	2 x 6055 W (H-4)	1 x 6055 W (H-4)
Frame	Aluminum	Aluminum	Aluminum	Aluminum	Aluminum	Aluminum	Aluminum	Aluminum	Aluminum	Aluminum
Hood	TPO	RRM/Polyurethane	RRM/Polyurethane	RRM/Polyurethane	RRM/Polyurethane	RRM/Polyurethane	RRM/Polyurethane	RRM/Polyurethane	RRM/Polyurethane	RRM/Polyurethane
Subs	Plastic (flex w/PCS)	Plastic (flex)	Plastic (flex)	Plastic (flex)	Plastic (flex)	Plastic (flex)	Plastic (flex)	Plastic (flex)	Plastic (flex)	Steel (WMA)
Electric Start	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional
Reverser	Optional Mechanical	Optional Mechanical	Optional Mechanical	Optional Mechanical	Optional Mechanical	Optional Mechanical	Optional Mechanical	Optional Mechanical	Optional Mechanical	Optional Mechanical
Speedometer/Tachometer	Standard (White Face)	Standard (White Face)	Standard (White Face)	Standard (White Face)	Standard (White Face)	Standard (White Face)	Standard (White Face)	Standard (White Face)	Standard (White Face)	Standard (White Face)
Fuel Gauge	Electric (White Face)	Mechanical	Mechanical	Mechanical	Mechanical	Mechanical	Mechanical	Mechanical	Mechanical	Mechanical
Temperature Gauge	Electric (White Face)	Light	Light	Light	N/A	Mechanical	Mechanical	Mechanical	Mechanical	Mechanical
Windshield	Low Profile	Medium Profile	Medium Profile	Medium Profile	Medium Profile	Medium Profile	Medium Profile	Medium Profile	Medium Profile	Medium Profile

# Some kids have parents.



**Mini Z**  
118cc 4-stroke air-cooled single • Horizontal Carb with  
butterfly valve • Trailing arm front suspension • Mini Z rear  
suspension • Mechanical brake • Low profile windshield

Ready...Set...Go! Like a pebble out of the slingshot, your little blizzard is off and running in the World Championship Backyard Derby. Heading into the first corner, you'd never know he was the only competitor as he slows the throttle, cocks his head and rounds the oak tree like a Snocross pro. He rumbles through the rough terrain of some scattered snowman remains, then takes on the sand pile moguls. Just one turn left now...the doghouse halpin. The crowd watches breathlessly as he aces it with all the precision a ten-year-old can muster. Crossing the finish line, he flashes a smile so big you could park a sled in it. Good luck topping this birthday present.

The mighty Mini\* Z snowmobile is the choice of future pros everywhere. With styling inspired by our MX Z models, this feisty sled has the look of a champion and the performance to match. It's the only Ski-Doo snowmobile powered by a 4-stroke engine—a 118cc, air-cooled single with overhead valve. The fuel tank is concealed beneath the hood, accessible only when the tether cord is removed and the engine stopped. The trailing arm front suspension provides the stable control of rubber damping and one inch (25 mm) of vertical travel. A responsive rear suspension with six inches (152 mm) of skid travel keeps your little one comfortable all day long. While the performance is scaled down to size, quality is not. The Mini Z benefits from the same attention to detail as well as the superior fit and finish of every Ski-Doo sled. Get your kid

riding one today. But be forewarned...you may never get him...or...her...back in the house!



Front Ski



Rear Seat





# SPORT

## GRAND SPORT

## GRAND TOURING

## TOURING

	FORMULA	FORMULA DELUXE	FORMULA DELUXE	FORMULA DELUXE	FORMULA DELUXE	FORMULA DELUXE	GRAND TOURING	GRAND TOURING	GRAND TOURING	TOURING	
	\$	700	600	500 LC	600	470cc	380	SE	700	600	500 LC
Engine/Displacement/Cylinders	Roxar 380cc air-cooled twin w/ignition porting	Roxar 380cc liquid-cooled twin w/ignition port, R.A.V.E.	Roxar 370cc liquid-cooled twin w/ignition port, R.A.V.E.	Roxar 400cc liquid-cooled twin w/ignition port, R.A.V.E.	Roxar 470cc air-cooled twin w/ignition porting	Roxar 380cc air-cooled twin w/ignition porting	Roxar 380cc air-cooled twin w/ignition porting	Roxar 380cc liquid-cooled triple w/ignition port, R.A.V.E.	Roxar 380cc liquid-cooled triple w/ignition port, R.A.V.E.	Roxar 380cc liquid-cooled triple w/ignition port, R.A.V.E.	Roxar 490cc liquid-cooled twin w/ignition port, R.A.V.E.
Carburetor	2 x VM-30 (choke)	2 x VM-40 (choke)	2 x VM-40 (choke)	2 x VM-38 (jetron)	2 x VM-34 (choke)	2 x VM-30 (choke)	3 x TM-38 (DP-1)	3 x TM-38 (DP-1)	3 x VM-38 (DP-1)	2 x VM-40 (choke)	2 x VM-38 (jetron)
Exhaust System	Tuned muffler	Single tuned pipe to catalytic converter	Single tuned pipe to catalytic converter	Tuned muffler	Tuned muffler	Tuned muffler	Tuned muffler	Single tuned pipe with muffler	Single tuned pipe with muffler	Single tuned pipe to catalytic converter	Tuned muffler
Drive/Power Pulley	Bentley Lithium	Cushion drive TRAC/Formula	Cushion drive TRAC/Formula	Cushion drive TRAC/Formula	Cushion drive TRAC/LPV27	Bentley 140 LPV27	TRAC/LPV27	TRAC/LPV27	TRAC/LPV27	Cushion drive TRAC/Formula	Cushion drive TRAC/Formula
Brake System	Mechanical disc self-adjusting	Hydraulic disc self-adjusting	Hydraulic disc self-adjusting	Hydraulic disc self-adjusting	Hydraulic disc self-adjusting	Mechanical disc self-adjusting	Hydraulic disc self-adjusting	Hydraulic disc self-adjusting	Hydraulic disc self-adjusting	Hydraulic disc self-adjusting	Hydraulic disc self-adjusting
Front Suspension	DSX swing arm/ radius rods	Advanced DSN/ swing arm/radius rods sway bar (formed shape)	Advanced DSN/ swing arm/radius rods sway bar (formed shape)	DSX swing arm/ radius rods	DSX swing arm/ radius rods	DSX swing arm/ radius rods	Advanced DSN/ swing arm/radius rods sway bar (torsion type)	Advanced DSN/ swing arm/radius rods sway bar (torsion type)	Advanced DSN/ swing arm/radius rods sway bar (torsion type)	Advanced DSN/ swing arm/radius rods sway bar (formed shape)	DSX swing arm/ radius rods sway bar (formed shape)
Front Shocks	Hydraulic	Motion Control Gas	Motion Control Gas	Motion Control Gas	Motion Control Gas	Hydraulic	Hydraulic Gas	Motion Control Gas	Motion Control Gas	Motion Control Gas	Motion Control Gas
Vertical Front Travel (in./mm)	7.7/196.0	9.7/246.7	9.7/246.7	7.7/196.0	7.7/196.0	7.7/196.0	7.7/196.0	9.5/241.3	9.5/241.3	9.7/246.7	7.7/196.0
Rear Suspension	SC-10 Sport	SC-10 D High Performance	SC-10 II High Performance	SC-10 High Performance	SC-10 Sport	SC-10 Sport	SC-10 High Performance LT (MCA)	SC-10 High Performance LT (MCA)	SC-10 High Performance LT (MCA)	SC-10 High Performance LT (MCA)	SC-10 High Performance LT (MCA)
Rear Shock(s)	Hydraulic	Motion Control Gas	Motion Control Gas	Motion Control Gas	Motion Control Gas	Hydraulic Gas	Motion Control Gas	Motion Control Gas	Motion Control Gas	Motion Control Gas	Motion Control Gas
Front Arm:	Hydraulic	Motion Control Gas	Motion Control Gas	Motion Control Gas	Motion Control Gas	Hydraulic Gas	Motion Control Gas	Motion Control Gas	Motion Control Gas	Motion Control Gas	Motion Control Gas
Rear Arm:	Hydraulic Gas	Hydraulic Motion Control Gas	Motion Control Gas	Motion Control Gas	Motion Control Gas	Hydraulic Motion Control Gas	Hydraulic Pneumatic leveler	Motion Control Gas	Motion Control Gas	Motion Control Gas	Motion Control Gas
Vertical Rear Travel (in./mm)	10.0/254.0	10.0/254.0	10.0/254.0	10.0/254.0	10.0/254.0	10.0/254.0	10.0/254.0	10.0/254.0	10.0/254.0	10.0/254.0	10.0/254.0
Official Dry Weight (lbs./kg)	425/193	500/227	497/226	505/229	465/211	445/202	620/282	612/278	531/241	530/241	530/241
SN Since (in./mm)	40.0/1016	42.5/1069	42.5/1069	42.0/1067	42.0/1067	40.0/1016	41.0/1041	41.0/1041	42.5/1069	42.0/1067	42.0/1067
Track Width/Length/Height (in.)	15.7/21.72	15.7/21.88	15.7/21.88	15.7/21.72	15.7/21.72	15.7/21.72	15.7/21.88	15.7/21.88	15.7/21.88	15.7/21.88	15.7/21.72
Track Width/Length/Height (mm)	381/207/418.4	381/207/422.3	381/207/422.3	381/207/418.4	381/207/418.4	381/207/418.4	381/207/422.3	381/207/422.3	381/207/422.3	381/207/422.3	381/207/418.4
Fuel (Gallons/Liter)	10.6/40	10.6/40	10.6/40	10.6/40	10.6/40	10.6/40	11.1/42	11.1/42	10.6/40	10.6/40	10.6/40
Oil (Quarts/Liter)	2.4/2.6	3.3/3.5	3.3/3.5	2.6/2.8	2.4/2.6	2.4/2.6	3.9/4.1	3.9/4.1	3.3/3.5	2.6/2.8	2.6/2.8
Lighting System Output (AC)	240 @ 6000 RPM	280 @ 6000 RPM	280 @ 6000 RPM	220 @ 6000 RPM	240 @ 6000 RPM	240 @ 6000 RPM	360 @ 6000 RPM	360 @ 6000 RPM	360 @ 6000 RPM	290 @ 6000 RPM	220 @ 6000 RPM
Headlamp Bulb/Horiz Beam	1 x 60/55 W (H-4)	2 x 60/55 W (H-4)	2 x 60/55 W (H-4)	1 x 60/55 W (H-4)	1 x 60/55 W (H-4)	1 x 60/55 W (H-4)	2 x 60/55 W (H-4)	2 x 60/55 W (H-4)	2 x 60/55 W (H-4)	2 x 60/55 W (H-4)	1 x 60/55 W (H-4)
Frame	Aluminum	Aluminum	Aluminum	Aluminum	Aluminum	Aluminum	Aluminum	Aluminum	Aluminum	Aluminum	Aluminum
Hood	FRM/Polyurethane	FRM/Polyurethane	FRM/Polyurethane	FRM/Polyurethane	FRM/Polyurethane	FRM/Polyurethane	FRM/Polyurethane	FRM/Polyurethane	FRM/Polyurethane	FRM/Polyurethane	FRM/Polyurethane
Side	Steel (WMA)	Plastic (flex w/PCS)	Plastic (flex w/PCS)	Plastic (flex w/PCS)	Steel (WMA)	Steel (WMA)	Plastic (flex w/PCS)	Plastic (flex w/PCS)	Plastic (flex w/PCS)	Plastic (flex w/PCS)	Plastic (flex w/PCS)
Electric Start	Optional	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Reverse	Optional Mechanical	Standard Mechanical	Standard Mechanical	Standard Mechanical	Standard Electronic	Standard Electronic	Standard Electronic	Standard Electronic	Standard Electronic	Standard Mechanical	Standard Mechanical
Speedometer/Tripmeter	Standard (5mi/10 mi)	Standard (White Face)	Standard (White Face)	Standard (White Face)	Standard (Black Face)	Standard (Black Face)	Cluster	Cluster	Cluster	Standard (White Face)	Standard (White Face)
Tachometer	Optional (Black Face)	Standard (Black Face)	Standard (White Face)	Optional (White Face)	Optional (Black Face)	Optional (Black Face)	Cluster	Cluster	Cluster	Standard (White Face)	Optional (White Face)
Fuel Gauge	Mechanical	Electric (White Face)	Electric (White Face)	Mechanical	Mechanical	Mechanical	Cluster	Cluster	Cluster	Electric (White Face)	Mechanical
Temperature Gauge	N/A	Electric (White Face)	Light	Light	N/A	N/A	Light	Light	Cluster	Light	Light
Windshield	Low Profile	Medium Profile	Medium Profile	Medium Profile	Medium Profile	Medium Profile	High Profile	High Profile	High Profile	High Profile	High Profile



## TOURING

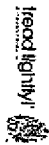
## UTILITY

## MINI Z

	TOURING	TOURING	TOURING	SKANDIC	SKANDIC	SKANDIC	SKANDIC	SKANDIC	SKANDIC	MINI Z
	SE	LE	E	WTLC	SWT	WT	500	310	TUNDRA	MINI Z
Engine/Displacement/Cylinders	Rotax 437cc	Rotax 437cc	Rotax 386cc	Rotax 499cc	Rotax 497cc	Rotax 497cc	Rotax 497cc	Rotax 386cc	Rotax 255cc	Honda 110cc
axial fan-cooled twin	axial fan-cooled twin	axial fan-cooled twin	axial fan-cooled twin	liquid-cooled twin	axial fan-cooled twin	axial fan-cooled twin	axial fan-cooled twin	axial fan-cooled twin	axial fan-cooled single	air-cooled single
w/ignition pinging	w/ignition pinging	w/ignition pinging	w/ignition pinging	w/ignition pinging	w/ignition pinging	w/ignition pinging	w/ignition pinging	w/ignition pinging	w/ignition pinging	w/ignition pinging
Carburetion	2 x VM34 (choke)	2 x VM34 (choke)	2 x VM30 (choke)	2 x VM34 (choke/prime)	2 x VM34 (choke)	2 x VM34 (choke)	2 x VM34 (choke)	2 x VM34 (choke)	1 x VM34 (prime)	horizontal type, butterfly valve
Exhaust System	Tuned muffler	Tuned muffler	Tuned muffler	Single tapered pipe to serial muffler	Single tapered pipe with force flow	Single tapered pipe with force flow	Tuned muffler	Tuned muffler	Tuned muffler	Mini Z
Direct Drive Pulley	Cushion drive TRAC/11V27	Cushion drive TRAC/11V27	Bombardier Link/PV27	Cushion drive TRAC/Thrustbush	Cushion drive TRAC/Thrustbush	Cushion drive TRAC/Thrustbush	Cushion drive TRAC/DP27	Bombardier Link/PV27	Bombardier Link/Tundra	Common 14-tooth sprocket
Brake System	Hydraulic disc self-adjusting	Hydraulic disc self-adjusting	Mechanical disc self-adjusting	Hydraulic disc self-adjusting	Hydraulic disc self-adjusting	Hydraulic disc self-adjusting	Hydraulic disc self-adjusting	Mechanical disc self-adjusting	Mechanical	Mechanical
Front Suspension	DS/Axwing arm/ radius rods sway bar (flexed straps)	DS/Axwing arm/ radius rods	DS/Axwing arm/ radius rods	Telescopic	Telescopic	Telescopic	DS/Axwing arm/ radius rods	DS/Axwing arm/ radius rods	Telescopic	Mini Z
Front Shocks	Action Control Gas	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	N/A
Vertical Front Travel (in./mm)	7.7/195.0	7.7/195.0	7.7/195.0	6.0/152.4	6.0/152.4	6.0/152.4	6.7/170.2	6.7/170.2	4.7/119.5	5.8/25.0
Rear Suspension	SC-10 Touring	SC-10 Touring	SC-10 Touring	Articulating Side	Articulating Side	Articulating Side	SC-10 Touring	SC-10 Touring	Torque Reaction	Mini Z
Rear Shock(s): Front Arm:	Motion Control Gas	Hydraulic	Hydraulic	N/A	N/A	N/A	Hydraulic	Hydraulic	N/A	N/A
Rear Arm:	Motion Control Gas	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	N/A
Vertical Rear Travel (in./mm)	10.0/254.0	10.0/254.0	10.0/254.0	8.3/210.0	8.3/210.0	8.3/210.0	10.0/254.0	10.0/254.0	8.1/206.0	6.0/152.4
Official Dry Weight (lbs./kg)	433/224	431/208	432/205	598/272	610/277	562/258	491/225	459/209	350/173	154/70
Ski Surface (in./mm)	42.0/1067	42.0/1067	40.0/1016	35.4/900	35.4/900	35.4/900	37.0/940	37.0/940	32.0/813	27.0/685
Tread Width at engine height (in.)	15.1/38.72	15.1/38.72	15.1/38.72	20.1/50.91	24.1/60.91	20.1/50.91	15.1/38.71	15.1/38.71	15.1/38.72	10.0/25.3
Tread Width at seat height (mm)	38.1/951.84	38.1/951.84	38.1/951.84	50.0/1269.22	61.0/1549.23	50.0/1269.22	38.1/951.23	38.1/951.23	38.1/951.84	25.4/645.60
Fuel (Gallons/Liters)	10.6/40	10.6/40	10.6/40	10.6/40	10.6/40	10.6/40	10.6/40	10.6/40	8.9/26	0.5/1.8
Oil (Quarts/Liters)	2.4/2.6	2.4/2.6	2.4/2.6	2.4/2.6	2.4/2.6	2.4/2.6	2.4/2.6	2.4/2.6	1.8/1.9	0.6/0.6
Lighting System Output (AC)	240 @ 6000 RPM	240 @ 6000 RPM	240 @ 6000 RPM	220 @ 6000 RPM	240 @ 6000 RPM	240 @ 6000 RPM	240 @ 6000 RPM	240 @ 6000 RPM	240 @ 6000 RPM	35 W
Headlamp Bulb (Watts/Beam)	1 x 60/55 W (H-4)	1 x 60/55 W (H-4)	1 x 60/55 W (H-4)	1 x 60/55 W (H-4)	1 x 60/55 W (H-4)	1 x 60/55 W (H-4)	1 x 60/55 W (H-4)	1 x 60/55 W (H-4)	1 x 60/55 W (H-4)	35 W
Frame	Aluminum	Aluminum	Aluminum	Steel	Steel	Steel	Aluminum	Aluminum	Steel	Steel
Hood	RRM / Polyurethane	RRM / Polyurethane	RRM / Polyurethane	RRM / Polyurethane	RRM / Polyurethane	RRM / Polyurethane	RRM / Polyurethane	RRM / Polyurethane	RRM / Polyurethane	RRM / Polyurethane
Skis	Steel (Wide w/PCS)	Steel (Wide w/PCS)	Steel (Wide w/PCS)	Steel (Wide w/PCS)	Steel (Wide w/PCS)	Steel (Wide w/PCS)	Steel (Wide w/PCS)	Steel (Wide w/PCS)	Steel (Wide w/PCS)	Steel (Wide w/PCS)
Electric Start	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Reverse	Standard Electronic	Standard Electronic	Standard Electronic	Standard Electronic	Standard Electronic	Standard Electronic	Standard Electronic	Standard Electronic	Standard Electronic	Standard Electronic
Speedometer/Tripmeter	Standard (Black Face)	Standard (Black Face)	Standard (Black Face)	Standard (Black Face)	Standard (Black Face)	Standard (Black Face)	Standard (Black Face)	Standard (Black Face)	Standard (Black Face)	Standard (Black Face)
Tachometer	Optional (Black Face)	Optional (Black Face)	Optional (Black Face)	Optional (Black Face)	Optional (Black Face)	Optional (Black Face)	Optional (Black Face)	Optional (Black Face)	Optional (Black Face)	Optional (Black Face)
Fuel Gauge	Optional Mechanical	Mechanical	Mechanical	Mechanical	Mechanical	Mechanical	Mechanical	Mechanical	Mechanical	Mechanical
Temperature Gauge	N/A	N/A	N/A	Light	N/A	N/A	N/A	N/A	N/A	N/A
Windshield	High Profile	High Profile	High Profile	High Profile	High Profile	High Profile	High Profile	High Profile	High Profile	Low Profile

## SKI-DOO 2000 SNOWMOBILE SPECIFICATIONS

Some scenes depicted in this brochure include professional riders and racers executing maneuvers or performances under ideal and controlled conditions. Please do not attempt any of these if they're beyond your level of riding ability, as well as your understanding and respect for the performance of your snowmobile. Snowmobiling, like any other sport, is not without risk of injury, including death. Riding responsibly and safely is always more fun. Use common sense and courtesy. Always observe applicable local laws and regulations. Respect the rights of and keep a safe distance from others. Always wear the appropriate protective clothing and apparel, including a helmet. Always consult your snowmobile dealer when selecting a snowmobile for your particular needs and carefully read and pay special attention to your Operator's Guide, Safety Handbook and to the safety labeling on your snowmobile. Every Ski-Doo snowmobile comes with a safety/instructional video and an Operator's Guide as standard equipment. Because of our ongoing commitment to product quality and innovation, we reserve the right, at any time, to discontinue or change specifications, prices, designs, features, models or equipment without incurring obligation. Some models depicted herein may contain accessories or be shown with options which are available at extra cost from your authorized Ski-Doo dealer. Snowmobile performance may vary depending on, among other factors, general winter conditions, type of snow on which the unit is used, ambient temperature, altitude, driving ability and driver/passenger weight.



By being a member of these important snowmobiling associations, we recognize and support their efforts in sharing the responsibility in promoting the growth of our sport. And remember, if you're going to drink, please don't ride.

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